1.0 DEIS Errata and Additions

The proposed action is the construction of a partially limited access, four-lane facility in Henderson and Warren Counties, which would provide a continuous four-lane link between the existing freeway at Gulfport in the vicinity of Carman Road to east of Monmouth. The proposed facility is approximately 40 kilometers (km) [24.85 miles (mi)] in length and includes a bypass to the community of Biggsville. The proposed action would improve traffic safety, system continuity, and system capacity resulting in a more efficient facility than the existing U.S. Route 34 facility.

The impacts of this proposed action were documented in a Draft Environmental Impact Statement (DEIS), which was circulated in March 2002. This section documents corrections and additions to the DEIS based on public and agency comments, as well as changes in the project, setting, impacts, technical analysis, and mitigation that have occurred since the DEIS was circulated.

The following corrections and/or additions were made to the DEIS text.

1. Page ES-1, 4th paragraph, first two sentences - **Appeared in the DEIS as:** Between January 1995 and December 1997, 286 accidents have occurred on U.S. Route 34 between Carman Road and Illinois Route 164 east of Monmouth resulting in four fatalities. Seven high-accident locations have been identified within the U.S. Route 34 project corridor (see Figure 1-1). **– Change to read:** Between January 1996 and December 1998, 295 accidents have occurred on U.S. Route 34 between Carman Road and Illinois Route 164 east of Monmouth resulting in four fatalities. Accident data complied by the Illinois Department of Transportation (IDOT) between 1996 and 1998 have identified five high-accident locations within the U.S. Route 34 study area (Figure 1-1).

2. Page ES-5, Table S-1 –**Change the Hectares of Affected 100-Year Floodplains (Zone A) (Acres)** impacted by the preferred alternative from the DEIS amount of 6.8 (16.8) to 6.9 (17.0).

3. Page ES-6, 5th paragraph, second sentence - **Appeared in the DEIS as:** New right-of-way for the preferred alternative will potentially impact a total of 6.8 ha (16.8 ac) of designated 100-year floodplain (Zone A) with a length of 1.2 km (0.7 mi). **– Change to read:** New right-of-way for the preferred alternative will potentially impact a total of 6.9 hectares (ha) [17.0 acres (ac)] of designated 100-year floodplain (Zone A) with a length of 1.3 km (0.8 mi).

4. ES-6, 6th paragraph, last two sentences - **Appeared in the DEIS as:** The impact on South Henderson Creek floodplain is measurable and, while the backwater (i.e., the increase in flood elevation upstream of the crossing) is less than State of Illinois maximum allowable for a new bridge, the backwater impact may extend upstream for a considerable distance and will incrementally increase the flood risks on those lands adjacent to the existing floodplain for a distance of at least 304.8 m (1,000 ft). For a 100-year flood, the preferred alternative could affect cropland and woodland immediately upstream of South Henderson Creek. **– Change to read:** The proposed bridge at South Henderson Creek and associated impacts to floodplains have been re-evaluated since the issuance of the DEIS. Compliance with Illinois floodplain rule, Title 17 Ill Admin Code (IAC) 3700 implementing Sections 23, 29a and 30 of the Rivers, Lakes and Stream Act (615 ILCS 5/23, 29a and 30) dictates that the proposed crossing at South Henderson Creek can create no additional increase in the 100-year floodplain. A longer bridge than originally proposed, with an approximate length of 200 meters (m) [656 feet (ft)], is now proposed to span nearly the entire South Henderson Creek 100-year floodplain. The revised design will not result in any significant adverse impacts on the

natural and beneficial floodplain values. The revised design would have no impact on flood heights or flood limits. This revised design will not have a significant change in flood risks or damage nor have significant potential for interruption or termination of emergency routes. Therefore, it has been determined that this encroachment is not significant.

5. Page 1-1, 3rd paragraph, 2nd sentence - **Appeared in the DEIS as:** Between January 1995 and December 1997, 286 accidents occurred on U.S. Route 34 between the project termini of Carman Road to Illinois Route 164 east of Monmouth. – **Change to read:** Between January 1996 and December 1998, 295 accidents occurred on U.S. Route 34 between the project termini of Carman Road to Illinois Route 164 east of Monmouth.

6. Page 1-1, 3rd paragraph, 6th and 7th sentences - **Appeared in the DEIS as:** Accident data compiled by the Illinois Department of Transportation (IDOT) between 1993 and 1995 has identified seven high-accident locations within the U.S. Route 34 project corridor. The identified high-accident locations are the intersections of U.S. Route 34 at Carman Road and Illinois Route 164 in Henderson County, County Highway (CH) 11 in Warren County and Broadway Avenue (Illinois Route 164), Harlem Avenue, Main Street (U.S. Route 67 North), and Sixth Street in the city of Monmouth. – **Change to read:** Accident data compiled by IDOT between 1996 and 1998 has identified five high-accident locations within the U.S. Route 34 study area. The identified high-accident locations are the intersections of U.S. Route 34 at Carman Road and Illinois Route 94 (Biggsville) in Henderson County, Eleventh Avenue, Broadway Street (Illinois Route 164), and at Harlem Avenue in Warren County. The high-accident locations are shown on Figure 1-1. Other locations not contained in the 1996 to 1998 compilation of high accident locations have been identified in the previous years of 1993 to 1996. These include Illinois Route 164 (Gladstone), County Highway (CH) 15 (Lock and Dam Road) and the segment of Route 34 from Lone Tree Creek to east of Township Road (TR) 66 in Henderson County plus CH11 (South of Kirkwood), Main Street, and 11th Street in Warren County.

7. Page 1-1, 4th paragraph, 5th sentence - **Appeared in the DEIS as:** Several curves along existing U.S. Route 34 have design speeds of 100 km per hour (km/hr) [62 mi per hour (mph)] or less. – **Change to read:** Several curves along existing U.S. Route 34 have design speeds of 65 km per hour (km/hr) [40 mi per hour (mph)] or less.

8. Page 1-1, 5th paragraph, 2nd sentence - **Appeared in the DEIS as:** Three of these at-grade intersections are currently signalized. – **Change to read:** Four of these at-grade intersections are currently signalized.

9. Page 1-2, 5th paragraph, 1st sentence - **Appeared in the DEIS as:** Traffic volumes on U.S. Route 34 from Gulfport to Monmouth are variable, with 1995 average daily traffic (ADT) of 10,300 west of Carman Road, between 7,500 and 3,950 ADT from Carman Road to the U.S. Route 67 interchange, and from 6,900 to 11,200 ADT along the expressway portion of U.S. Route 34/67 near Monmouth. – **Change to read:** Traffic volumes on U.S. Route 34 from Gulfport to Monmouth are variable, with 2001 average daily traffic (ADT) of 11,400 west of Carman Road; ranging from 7,500 and 4,000 ADT from Carman Road to the U.S. Route 67 interchange; and from 7,300 to 10,200 ADT along the expressway portion of the Route near Monmouth.

10. Page 1-3, first paragraph, 1st sentence - **Appeared in the DEIS as:** The existing traffic facility would provide a LOS C, LOS D, or LOS E for many portions of the route in the design year, 2025. – **Change to read:** The existing traffic facility would provide a LOS C or D for most portions of the route in the design year, 2025.

11. Page 3-31, last bullet - **Appeared in the DEIS as:** requires maintaining an additional 32 km (2 mi) (relative to 3E) of existing U.S. Route 34 (from TR 94 to TR 178). **– Change to read:** requires maintaining an additional 3.2 km (2 mi) (relative to 3E) of existing U.S. Route 34 (from TR94 to TR178).

12. Page 3-34, 1st paragraph, 2nd sentence - **Appeared in the DEIS as:** Beginning at the western terminus, this alignment connects to the recently completed four-lane improvement west of Carman Road, includes a new interchange with Carman Road, and continues east along the existing right-of-way until approximately CH15, also known as Lock-and-Dam Road where it angles northeast paralleling and east of existing U.S. Route 34. **– Change to read:** Beginning at the western terminus, this alignment connects to the recently completed four-lane improvement west of Carman Road, includes a new interchange with Carman Road, and continues east along the existing right-of-way until approximately CH15, also known as Lock-and-Dam Road where it angles northeast paralleling and west of existing U.S. Route 34.

13. Page 3-34, 2nd paragraph, 7th sentence - **Appeared in the DEIS as:** Improvements to the existing four-lane facility from this interchange, around Monmouth to the project's east terminus east of Illinois Route 164 will involve implementation of TSM actions including intersection improvements at West Broadway, West Harlem, North Main, North 6th Street, North 11th Street, 87th Avenue and Illinois Route 164 and rehabilitation of the existing pavement **– Change to read:** Improvements to the existing four-lane facility from this interchange, around Monmouth to the project's east terminus east of Illinois Route 164 will involve implementation of TSM actions including intersection improvements at West Broadway, West Harlem, North Main, North 6th Street and North 11th Streets and rehabilitation of the existing pavement.

14. Page 4-1, 4th paragraph, 2nd and 3rd sentence – **Appeared in the DEIS as:** Specifically, in the area of Harlem Avenue, Sunset Road will be relocated to intersect with 62nd Street and cul-de-sac at Harlem Avenue. This change will modify the travel pattern of the existing residential development but will improve the safety to motorists in this area. **Delete.**

15. Page 4-2, end of partial paragraph at top of page – **Add:** Improvements to Illinois Route 94/116 will require approximately 0.4 ha (0.9 ac) along the western edge of the Union High School property.

16. Page 4-12, First paragraph, 2nd sentence - **Appeared in the DEIS as:** This includes 10 ha (25 ac) of Class III soils, 1.8 ha (4.5 ac) of Class IV soils, and 0.5 ha (1.3 ac) of Class VI soils. **– Change to read:** This includes 10.9 ha (26.9 ac) of Class III soils, 1.8 ha (4.5 ac) of Class IV soils, and 0.5 ha 1.3 ac) of Class VI soils.

17. Page 4-13, Table 4-8 – **Change Land Evaluation and Site Assessment (LESA) score** from the DEIS number of 123 to 224.

18. Page 4-16, paragraphs 3, 4, and 5 – **Appeared in the DEIS as:** As indicated in Section 2.4.3 Archaeological Resources, cultural resources surveys conducted within the corridor area have recorded numerous prehistoric and historic sites. An intensive pedestrian survey of the preferred alternative began in the Spring of 2000 resulting in the discovery of 38 archaeological sites, several of which will require subsurface evaluation should they be impacted by the final highway alignment. The prehistoric sites located along the preferred alternative are habitation sites ranging in size from overnight encampments to small villages. All mounds and cemeteries will be avoided by the preferred alignment. All of the sites that merit further evaluation have potential National Register significance due to the data that they may yield concerning prehistoric life-ways in this region of

Illinois (Criterion D). No archaeological sites historically associated with federally recognized Native American tribes were found within the project corridor. A request for comments and copies of the archaeological survey report will be sent by the FHWA to the Peoria tribe since they are known to have historical ties to this area of Illinois.

No archaeological sites that merit preservation in place will be impacted by the preferred alignment. The results of subsurface investigations of archaeological sites, and any others found subsequently, will be evaluated for a determination of eligibility (DOE) for the National Register of Historic Places. A formal DOE will be submitted to the Illinois SHPO for concurrence. Should any of these properties be determined eligible, the Advisory Council on Historic Preservation (ACHP) will be notified of the pending adverse effect. If the ACHP chooses to participate in project coordination, a three-party MOA, incorporating a data recovery plan, will be developed among the FHWA, the Illinois SHPO, and the ACHP. Should the ACHP decline participation, ratification of the MOA will be limited to the two other parties.

4.4.1 Archaeological/Subsurface Historical Sites

The historic and archaeological resource review has been coordinated with the Illinois Historic Preservation Agency (IHPA) (see Appendix B) in accordance with the requirements of 36 CFR 800.4, Identification of Historic Properties. None of the sites identified in the extant records or in the field investigations had been listed on the NRHP. IHPA concurred in September 1998 that 43 archaeological and historic sites identified in the literature and field research will require subsurface evaluation should they be impacted by the preferred alternative and 37 sites were not eligible for the National Register and no further work was required for these sites. Of the 43 sites recommended for subsurface evaluations, three sites are potentially affected by the preferred alternative.

Replace with:

As indicated in Section 2.4, cultural resources surveys conducted within the corridor have led to the identification of numerous prehistoric and historic period sites. The June 27, 2002 letter from the Illinois State Historic Preservation Officer (SHPO) indicates that the proposed alignment will have no effect on historic and architectural properties subject to protection under the National Historic Preservation Act of 1966, as amended (see FEIS Appendix D).

The University of Illinois, Champaign-Urbana, under contract to the Illinois Department of Transportation, has completed intensive pedestrian surveys for archaeological resources and has initiated a program of geomorphologic subsurface evaluation in the floodplain portion of the corridor where buried sites may be present. Results of these surveys indicate that the sites in the corridor range from small, surface lithic scatters to small villages with intact cultural deposits. All mounds and cemeteries will be avoided by the preferred alignment.

All of the sites, which merit further evaluation, have potential National Register significance due to the data that they may yield concerning prehistoric life-ways in this region of Illinois (Criterion D). No archaeological sites that merit preservation in place will be impacted by the preferred alignment. No archaeological sites historically associated with federally recognized Native American tribes were found in the project corridor. A copy of the final archaeological survey report will be sent to the Federal Highway Administration (FHWA) for forwarding to the Peoria tribe for their review and comments. The Peoria represent the lineal descendants of the Illinois tribe who are known to have historical ties to this area of the state.

The final survey report will serve as the basis for a Programmatic Memorandum of Agreement (PMOA) for archaeological resources that may be impacted by the proposed project. The PMOA will

allow for the systematic evaluation of archaeological sites as access for subsurface testing becomes available through either agreements with property owners or land acquisition by the state. After FHWA has notified the Advisory Council of the potential for the project to have an adverse effect on archaeological properties, the PMOA will be reviewed and ratified by the Illinois SHPO and FHWA and then forwarded to the Advisory Council for approval. A draft copy will be sent to the Peoria tribe for their review and a final ratified copy will be sent to them for their tribal files.

19. Page 4-18, 1st paragraph, 2nd sentence - **Appeared in the DEIS as:** The proposed improvement to U.S. Route 34 and the U.S. Route 34/TR210 intersection will require 1,966 m^2 (0.49 ac) for right-of-way or 0.50 percent of the total combined parcel and temporary easements. **– Change to read:** The proposed improvements to U.S. Route 34 and the U.S. Route 34/TR210 intersection will require 499m^2 (0.12 ac) for right-of-way or 0.14 percent of the total combined parcel.

20. Page 4-18, 3rd paragraph, 3rd sentence – **Delete:** Approximately 368 m (0.09 acres) will be required to align the service road with CH 1.

21. Page 4-18, 4th paragraph, 2nd sentence - **Appeared in the DEIS as:** The amount of right-of-way that would have to be acquired from the northeast corner of the combined parcel is 1598 m^2 (0.4 ac). **– Change to read:** The amount of right-of-way that would have to be acquired from the northeast corner of the combined parcel is 499 m^2 (0.12 ac).

22. Page 4-18, 4th paragraph, last sentence - **Appeared in the DEIS as:** The temporary easement area would be 0.6 ha (1.6 ac). **– Change to read:** The temporary easement area would be 1104 m^2 (0.27 ac).

23. Page 4-18, 4th paragraph, 1st sentence - **Appeared in the DEIS as:** Structure #42a is a two-story, rubble stone, Italianate style house which is located on an approximately 4.7 ha (11.8 ac) parcel at the southwest corner of existing U.S. Route 34 and TR150 in Biggsville (see Appendix C, Exhibit 1, Sheet 18). **– Change to read:** Structure #42 is a two-story, rubble stone, Italianate style house which is located at the southwest corner of existing U.S. Route 34 and TR150 in Biggsville (see DEIS Appendix C, Exhibit 1, Sheet 18).

24. Page 4-19, 2nd paragraph, 6th and 7th sentences - **Appeared in the DEIS as:** Approximately 0.1 ha (0.26 ac) of right-of-way would be acquired which is 2.2 percent of the total parcel. The remaining parcel would be 4.62 ha (11.42 ac). **– Change to read:** Approximately 0.1 ha (0.26 ac) of right-of-way would be acquired from the parcel on which Structure 42a is located.

25. Page 4-19, after the 2nd paragraph - **Add**: Structures 6a, 27b, and 42a are potentially eligible for inclusion in the NRHP due to their architectural features. If these properties were to be added to the NRHP in the future, the boundary for the structure would be limited to the footprint of the structure, which would be outside of the right of way required for this project.

26. Page 4-21, 5th paragraph, 3rd sentence - **Appeared in the DEIS as:** Noise levels of homes adjacent to U.S. Route 34 vary from 46 dBA to 71 dBA. **– Change to read:** Noise levels vary from 46 dBA to 71 dBA, excluding receptor 7N that corresponds to an alignment eliminated during the screening process.

27. Page 4-25, first paragraph, 3rd sentence - **Appeared in the DEIS as:** A 4.9-m (16-ft) high noise wall with a length of approximately 260 m (850 ft) would reduce the noise levels by 7 dBA. **– Change to**

read: A 4.9-m (16-ft) high noise wall with a length of approximately 260 m (850 ft) would reduce the noise levels by 8 dBA.

28. Page 4-25, 2nd paragraph - **Appeared in the DEIS as:** Receptor 5N is located on the south side of U.S. Route 34 and represents four residences. Existing driveway access to these four residences is acquired directly from U.S. Route 34. The existing driveway configuration would require breaks in the noise walls to maintain driveway access, which would greatly reduce the effectiveness of the noise wall. The driveways for all four residences will be relocated in the proposed scenario. The driveways for two of the residences will still require a break in the noise wall in front of the residence, making a noise wall ineffective for these two residences. The driveways for the other two of the residences will be relocated to the nearest roadway intersecting U.S. Route 34, thereby removing the access point to U.S. Route 34. A noise wall was therefore evaluated for these two residences. **– Change to read:** Receptor 5N is located on the south side of U.S. Route 34 and is representative of three other residences. Existing driveway access to these three residences is acquired directly from U.S. Route 34. The driveways for all three residences will be relocated in the proposed scenario. Two of the driveways will still require a break in the noise wall in front of the residence, making a noise wall ineffective for these two residences. The driveway for the other residence will be relocated to the nearest roadway intersecting U.S. Route 34, thereby removing the access point to U.S. Route 34. A noise wall was therefore evaluated for these two residences.

29. Page 4-26, Table 4-12 – **Change the Reduction Potential**, dBA for Noise Sensitive Area (NSA) #3N from the DEIS level of 7 to 8.

30. Page 4-26, Table 4-12 – **Change the Approximate Cost $**, of the noise wall for NSA #5N from the DEIS cost of $389,000 to $778,000.

31. Page 4-26, last sentence - **Appeared in the DEIS as:** Construction noise will be controlled in accordance with Article 107.32 of the IDOT Standard Specifications for Road and Bridge Construction. **– Replace with:** Construction noise will be controlled in accordance with Article 107.35 of the IDOT Standard Specifications for Road and Bridge Construction.

32. Page 4-28, 2nd paragraph, 1st sentence - **Appeared in the DEIS as:** In an attempt to minimize the impact to this area, the top 6 inches of topsoil could be removed from this cut area and stockpiled until the desired grade is achieved. **– Replace with:** In an attempt to minimize the impact to this area, both the roots and seeds of the better species of plants, such as the blue larkspur and other prairie plants, will be relocated to a suitable area prior to construction. In addition, the top 15 centimeters (cm) [6 inches (in)] will be removed and stockpiled until the desired grade is achieved.

33. Page 4-32, Table 4-14 – **Change ST-5 Description** from the DEIS description of Tributary of South Henderson Creek to Impounded tributary of South Henderson Creek and Crossing type from "I" to "B".

34. Page 4-33, last paragraph, last two sentence - **Appeared in the DEIS as:** FEMA FIRMs for Henderson and Wayne Counties, dated 1986 and 1999, were used to identify Zone A (100-year floodplains) and Zone B (areas protected by levees from the base flood) associated with the proposed project (see Section 2.8, Floodplains). There are no FEMA floodways within the project corridor. **– Replace with:** Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) for Henderson County (dated 1986 and revised to reflect LOMR effective March 22, 1999) and Warren County dated 1986, were used to identify Zone A and Zone B associated with the proposed project (see DEIS Section 2.8 Floodplains). A partial definition of Zone A and Zone B describes it as the 100-year floodplain and

Zone B is partially defined as areas protected from the base flood by levees. These are the only elements of the definition that are pertinent to this study. There are no FEMA mapped floodways in the project corridor.

35. Page 4-34, 2nd paragraph, 1st sentence – **Appeared in the DEIS as:** The limits of construction for new right-of-way required by the preferred alternative will potentially impact a total of 6.8 ha (16.8 ac) of designated 100-year floodplain (Zone A) with a length of 1.2 km (0.7 mi) (Figure 4-6). – **Change to read:** The limits of construction for new right-of-way required by the preferred alternative will potentially impact a total of 6.9 ha (17.0 ac) of designated 100-year floodplain (Zone A) with a length of 1.3 km (0.8 mi) (Figure 4-6).

36. Page 4-34, 6th paragraph, 1st sentence - **Appeared in the DEIS as:** The western portion of the preferred alternative is located within the natural Mississippi River floodplain where approximately 4.2 ha (10.4 ac) of the Mississippi River floodplain will be transversely impacted for a length of 0.7 km (0.4 mi). **– Replace with:** The western portion of the preferred alternative is located within the natural Mississippi River floodplain where approximately 4.5 ha (11.0 ac) of the Mississippi River floodplain will be primarily transversely impacted for a length of 0.9 km (0.5 mi).

37. Page 4-36 first five paragraphs - **Appeared in the DEIS as:**

South Henderson Creek Floodplain

The preferred alternative will result in transverse floodplain encroachment to South Henderson Creek impacting approximately 2.6 ha (6.4 ac) of these floodplains for a length of 0.5 km (0.3 mi). Potential impacts to South Henderson Creek floodplains include obstruction or loss of conveyance and minor reductions of storage capacity.

To minimize impacts to South Henderson Creek, a bridge designed for a 100-year flood frequency will be utilized. To reduce impacts, the bridge opening and any structural components will be designed and oriented with the Henderson Creek flood flows to reduce impacts to an acceptable condition. Once construction activities are completed at these locations and structures are in place, no significant obstruction of stream conveyance or adverse impacts to natural and beneficial floodplains values are anticipated. The proposed bridge increases the 100-year flood elevation immediately upstream of the bridge by approximately 0.15 m (0.48 ft). The project condition 100-year flood elevation immediately upstream of the bridge is also approximately 0.09 m (0.31 ft) above the natural condition flood elevation at a point 304.8 m (1000 ft) upstream of the bridge. These two criteria satisfy the requirements of 17 IAC 3700.70(a)(3). The actual increase in 100-year flood elevation is estimated to be approximately 0.3 m (1.09 ft) at a point approximately 304.8 m (1000 ft) upstream of the bridge.

Other flood related issues are believed to be relatively insignificant provided that culverts and bridges are designed and constructed according to current good hydraulic design practices and regulatory standards.

Summary

With regards to the Mississippi River floodplain, the modifications to drainage structures will result in an insignificant change in their capacity to carry flood water. This change will cause a minimal increase in flood heights and flood limits. These minimal increases will not result in any significant adverse impacts on the natural and beneficial floodplain values; there will be no significant change in flood risks; and there will be no significant increase in potential for interruption or termination of

emergency service or emergency evacuation routes; therefore, it has been determined that this encroachment is not significant.

The impact on South Henderson Creek floodplain is measurable and, while the backwater (i.e., the increase in flood elevation upstream of the crossing) is less than State of Illinois maximum allowable for a new bridge, the backwater impact may extend upstream for a considerable distance and will incrementally increase the flood risks on those lands adjacent to the existing floodplain for a distance of at least 304.8 m (1,000 ft). For a 100-year flood, the preferred alternative could affect cropland and woodland immediately upstream of South Henderson Creek.

Replace with the following:

South Henderson Creek Floodplain

The preferred alternative will result in transverse floodplain encroachment to South Henderson Creek impacting approximately 2.5 ha (6.1 ac) of these floodplains for a length of 0.5 km (0.3 mi).

The proposed bridge at South Henderson Creek and associated impacts to floodplains have been re-evaluated since the issuance of the DEIS. To minimize impacts to South Henderson Creek, a bridge designed for a 100-year flood frequency will be utilized. Additionally, the Illinois Department of Natural Resources (IDNR) requires hydraulic analysis and regulates new bridges on the basis of a 100-year frequency flood. To reduce impacts, the bridge opening and any structural components will be designed and oriented with the Henderson Creek flood flows to reduce impacts to an acceptable condition. Once construction activities are completed at these locations and structures are in place, no significant obstruction of stream conveyance or adverse impacts to natural and beneficial floodplains values are anticipated.

Other flood related issues are believed to be relatively insignificant provided that culverts and bridges are designed and constructed according to current good hydraulic design practices and regulatory standards.

Summary

With regards to the Mississippi River floodplain, the modifications to drainage structures will result in an insignificant change in their capacity to carry floodwater. This change will cause a minimal increase in flood heights and flood limits. These minimal increases will not result in any significant adverse impacts on the natural and beneficial floodplain values; there will be no significant change in flood risks; and there will be no significant increase in potential for interruption or termination of emergency service or emergency evacuation routes; therefore, it has been determined that this encroachment is not significant.

Under Illinois floodplain rule, Title 17 IAC 3700 implementing Sections 23, 29a and 30 of the Rivers, Lakes and Stream Act (615 ILCS 5/23, 29a and 30), the proposed crossing at South Henderson Creek can create no additional increase in the 100-year flood elevation. A longer bridge than originally proposed, with an approximate length of 200 m (656 ft), is now proposed to span nearly the entire South Henderson Creek 100-year floodplain. The revised design would have no impact on flood heights or flood limits at or upstream of the bridge. This revised design will not have significant adverse impacts on the natural and beneficial floodplain values. This bridge will not result in any significant change in flood risks or damage nor have significant potential for interruption or termination of emergency routes.

38. Page 4-37, end of the 1st paragraph. - **Add:** The Wetland Impact Evaluation (WIE) Form is located in Appendix A of the FEIS.

39. Page 4-37 – **Total wetland areas on Table 4-15 appeared in the DEIS as:**

INHS #	Total Wetland Area Ha (Ac)
40	0.8 (0.2)
41	0.06 (0.2)
54	0.37 (0.9)
105	0.21 (0.5)
137	0.06 (0.1)

Replace with the following:

INHS #	Total Wetland Area Ha (Ac)
40	0.68 (1.67)
41	0.06 (0.15)
54	0.56 (1.38)
105	0.12 (0.30)
137	0.05 (0.11)

40. Page 4-38, 1st paragraph, 6th, 7th, and 8th sentences - **Appeared in the DEIS as:** A third merger meeting would normally be held to gain concurrence on the preferred alternative. However, avoidance measures have reduced the amount of wetland impacts and it is anticipated that the preferred alternative will meet the conditions of a Nationwide Section 404 permit and will not require an Individual Section 404 permit (see Appendix B, B-38). Therefore a third concurrence meeting will not be required for the proposed action. **– Change to read:** A third merger meeting was held on April 19, 2002. There was concurrence on the preferred alternative for the proposed project.

41. Page 4-40, 1st paragraph, 1st sentence – **Appeared in the DEIS as:** Impact minimization has been demonstrated by aligning the preferred alternative in such a way to impact the southern limit [0.02 ha (0.05 ac)] of the 0.37 ha (0.9 ac) wetland. – **Change to read:** Impact minimization has been demonstrated by aligning the preferred alternative in such a way to impact the southern limit [0.02 ha (0.05 ac)] of the 0.56 ha (1.38 ac) wetland.

42. Page 4-40, 4th paragraph, 1st and 2nd sentence – **Appeared in the DEIS as:** As described in Section 4.11.1, Wetland #40 is actually a cluster of seven separate wetlands occurring within and near to a drainageway (Figure 4-5 and Appendix E, Figure E-2). Approximately 0.04 ha (0.10 ac) of the 0.80 ac (2.0 ac) wetland will be impacted by the preferred alternative. – **Change to read:** As described in Section 4.11.1, Wetland #40 is actually a cluster of nine separate wetlands occurring within and near to a drainageway (Figure 4-5 and Appendix E, Figure E-2). Approximately 0.04 ha (0.10 ac) of the 0.68 ac (1.67 ac) wetland will be impacted by the preferred alternative.

43. Page 4-41, 1st paragraph, last sentence - **Appeared in the DEIS as:** Should compensatory wetland mitigation be required for this project, the IDOT will develop the mitigation in consultation with the USACE and any other appropriate agencies involved in the regulatory process. **– Replace with:** IDOT will develop compensatory mitigation in consultation with the USACE and in accordance with the Interagency Wetland Policy Act of 1989.

44. Page 4-42, 2nd paragraph - **Appeared in the DEIS as:** Due to past changes in the right-of-way location, the current right-of-way is apparently located between the location of the former pump islands and the current location of the store and related installations (pump islands, tank pit, etc.). In order to realign the existing ditch and complete the proposed access road, the proposed alignment will involve grading and excavating up to 0.9 m (3 ft.) of soil which is within 7.6 m (25 ft) of boring 1040-1a. In addition, up to 0.9 m (3 ft.) of soil will be removed from the former gas station location in order to construct the planned access road. This proposed excavation is within the area where the concrete footing of the former station is located. **– Change to read:** The current right-of-way is located between the location of the former pump islands and the current location of the store and related installations (pump islands, tank pit, etc.). PESA recommended no grading or excavation within 7.6 m (25 ft) of soil boring 1040-1a. In order to realign the existing ditch and complete the proposed access road, the proposed alignment will involve grading and excavating up to 0.9 m (3 ft.) of soil which is within 7.6 m (25 ft) of boring 1040-1a. Therefore, additional investigations are recommended. In addition, up to 0.9 m (3 ft.) of soil will be removed from the former gas station location in order to construct the planned access road. This proposed excavation is within the area where the concrete footing of the former station is located.

45. Page 4-42, end of the 3rd paragraph - **Add:** Since this exceeds the recommended excavation depth additional investigations are recommended.

46. Page 4-42, end of the 4th paragraph. – **Add:** No additional investigations are recommended.

47. Page 4-42, 5th paragraph, last sentence - **Appeared in the DEIS as:** It is the opinion of IDOT, in consultation with the Chief Counsels Office, that if construction excavation and utility relocation do not exceed 2.7 m (9 ft) within 15 m (50 ft) of this boring, then no additional preliminary testing is required. **– Replace with:** The PESA recommended that construction excavation and utility relocation should not exceed 2.7 m (9 ft) within 15 m (50 ft) of this boring. Since the DEIS, the intersection at U.S. Route 34 and Main Street has been revised resulting in less right-of-way required for the preferred alternative. Wareco #340, Site 1040A-6 will not be impacted by the construction of the preferred alternative. The excavation limits will not be exceeded. Utilities will not have to be relocated in the vicinity of this site as a result of the construction of the preferred alternative. No additional investigations are recommended.

48. Page 4-43, 2nd paragraph, 2nd sentence - **Appeared in the DEIS as:** It is not known what actions the utility companies are planning in response to the project. **– Replace with:** Since the DEIS, the intersection at U.S. Route 34 and Main Street has been revised resulting in less right-of-way required for the preferred alternative. The recommended excavation limits will not be exceeded. Utilities will not have to be relocated in the vicinity of the Stockland F.S. facility as a result of the construction of the preferred alternative. No additional investigations are recommended.

49. Page 4-43 – Change **CMS Tire Service, Site 1040A-8** to **Morath Automotive Repair (formerly CMS Tire Service, Site 1040A-8**. **Add the following to the end of the 3rd paragraph**. Recommended excavation limits will not be exceeded and utilities will not have to be relocated in the vicinity of Morath Automotive Repair as a result of the construction of the preferred. No additional investigations are recommended.

50. Page 4-46, 4th paragraph, last two sentences - **Appeared in the DEIS as:** Generally, opportunities for tree mitigation may be available at the Henderson County Conservation Area east of Illinois Route 164, the HENCO Hills golf course, and along the project corridor creeks and drainages. The latter would provide riparian zone enhancement opportunities. **– Delete**

51. Page 5-3, After the last preparer on this page – **Add:**

Name	Qualifications	Primary Responsibilities
Bill Elzinga	M.S. Biology; 20 years experience in environmental impact analysis; wetland ecology, terrestrial ecology, and natural resource characterization; 16 years experience in NEPA	Environmental Lead for the FEIS

52. Page 7-1, last sentence and 7-2, 1st sentence – **Appeared in the DEIS as:** The first two concurrence points occurred as the result of the NEPA/404 merger meetings during the development of the DEIS. The third concurrence point will occur as a result of agency and public review and comment on the DEIS. - **Delete**

53. Page 7-2, 1st paragraph, last sentence - **Appeared in the DEIS as:** The third NEPA/404 merger meeting will occur after agency and public review and comment on the DEIS. **– Change to read:** The third National Environmental Policy Act of 1969 (NEPA)/404 merger meeting was held on April 19, 2002. There was concurrence on the preferred alternative for the proposed project.

54. Page 7-3, after the last bullet in the 2nd paragraph **- Add:** April 18, 2002—This meeting was held prior to the public hearing where the revised preferred alternative from Carman Road through Monmouth was to be presented to the public.

55. Page 7-6, Section 7.3.4, after the last bullet of the 1st paragraph. **– Add:**
    - Warren County Engineer and Tompkins Township Commissioner, April 17, 2002; and
    - Henderson County Engineer and Gladstone Township Commissioner, April 17, 2002.

56. Appendix A (DEIS Appendix E) figures were changed to distinguish between the existing right-of-way and new right-of-way. Wetland shapes were slightly modified to more accurately depict wetland boundaries.

57. For continuity from the DEIS to the FEIS, Appendix C, Exhibits 1 and 2 of the DEIS (Aerial Mosaics with Environmental Constraints Along the Preferred Alternative) will remain as Appendix C. All sheets have been updated to reflect minor changes in the alignment since the issuance of the DEIS.